

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,365 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " W. A. Valentine.
 "FATSHAN," 2,260 " " R. D. Thomas.
 "HANKOW," 3,073 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HONGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R.
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.
 Sunday Special Excursions leaving Hongkong at 10 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special Summer Time-table.
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " C. Hutchins.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yanki, Mahoning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ping-Hai, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

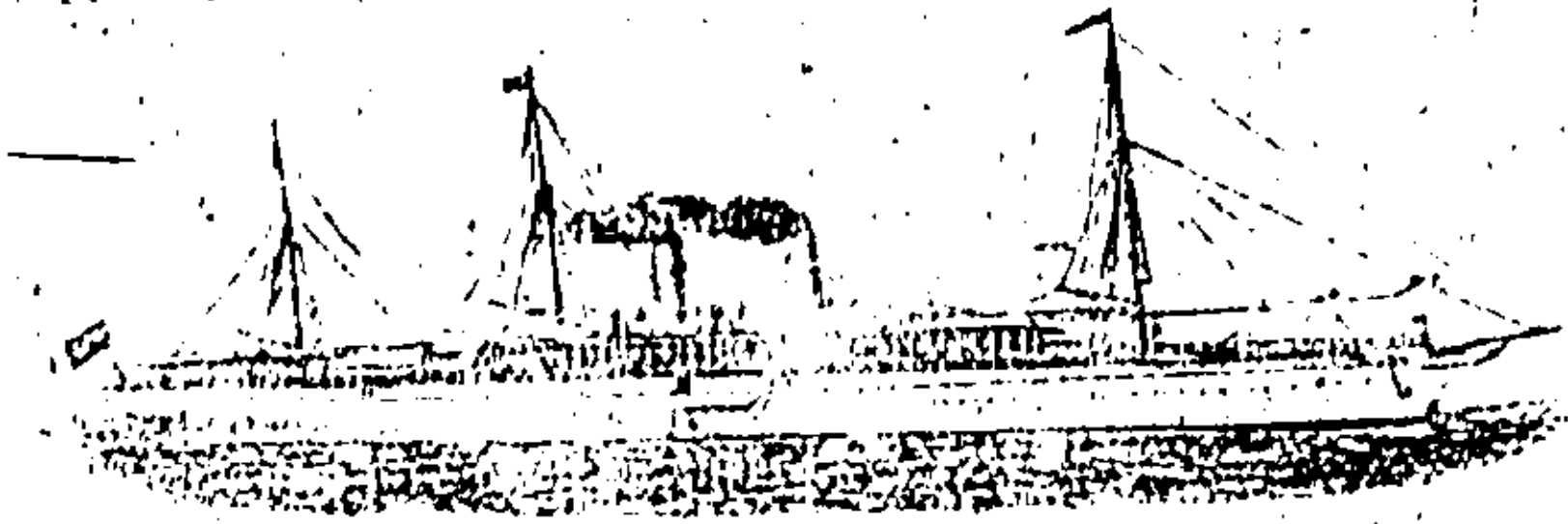
FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.
 Canton to Tak-Hing, Single \$12.50, Return \$21.00.
 Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 9th July, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN," 6,000		WEDNESDAY, July 11	August 1
"MONTEAGLE," 5,500		WEDNESDAY, July 18	August 11
"EMPRESS OF CHINA," 5,000		WEDNESDAY, August 1	August 22
"TARTAR," 4,415		WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA," 6,000		WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, £60. Mid St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate on Steepers, and 1st Class Rail, £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand-Books, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, Acting General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier. 13

Hongkong, 27th June, 1906.

HONGKONG-MACAO LINE.

STEAM TO CANTON.

S.S. "WING CHAI,"
 Captain T. ADSTIN, R.M.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays, at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$2; 3rd Class, 50 cents.

SUNDAYS ONLY.
 1st Class—Single, \$1; with Cabin, \$2.
 1st Class—Return, \$2; with Cabin, \$3.
 3rd Class—Single, 40 cents; Return, 60 cents.
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.
 Hongkong, 22nd June, 1906.

NEW TWIN SCREW STEAMERS

"KWONG CHOW," 1,300 tons, Captain T. R. MEAD.
 "KWONG TUNG," 1,318 tons, R. RAMSEY.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey...\$4.
 Meals...\$1 each.

ALSO
 Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin \$2.00, return \$2.50.
 2nd Class single \$0.50, return \$1.50.
 Breakfast, Tiffin and Dinner \$1.00 each.

The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and
 YUEN ON S.S. CO., LD.,
 No. 8, Queen's Road West.

Hongkong, 22nd July, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 11th day of July, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th July. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th July, and will be received at the Agency's Office until NOON, on TUESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Clean can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£21. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ	64. 0. 0.	44. 0. 0.	26. 0. 0.
VIA NAPLES, GENOA OR GIBRALTAR	115. 0. 0.	79. 0. 0.	47. 0. 0.
Return	168. 0. 0.	106. 0. 0.	67. 0. 0.
VIA BREMEN OR SOUTHAMPTON	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£31.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.
 FOR SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 1st August.
 FOR SHANGHAI, NAGASAKI, PRINZ WALDEMAR, WEDNESDAY, 1st August.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 5th July, 1906.

Animations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 85 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 48.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

139

"MINIMAX"

HAND

FIRE EXTINGUISHER

MINIMAX SYNDICATE, LIMITED.
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN, ANTWERP, &c.

F. BLACKHEAD & CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.

NO PUMPS.

NO HOSE.

AUTOMATIC.

Extinguishes Oil, Varnish, Kerosine Oil, Tar, Benzine.

Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

IMPORTANT POINTS FOR CONSIDERATION.

"MINIMAX"

Is Self-acting. Always ready for immediate use. Destroys all smoke. Requires only one hand to hold. Can be used by anyone, even lady. Weight only 18 lbs. when full. Minimum of Price, Weight and Size. Maximum of simplicity and effect.

Hullington, 10th May, 1905.

133

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanjing Road.

Hongkong, 27th November, 1905.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

S.S. "TAK HING"

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports.

THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI"

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.

THE steamers sail from HONGKONG to SAMSHUI, SHUIHONG, TAKHUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip...\$30.

These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.

For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

174

JAVA-CHINA-JAPAN LINE

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN PORTS	First half August
TJIMAH	JAVA	Second half August	JAPAN PORTS	Second half August
TJILIWONG	JAPAN	Second half August	JAVA PORTS	Second half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.

Hongkong, 10th July, 1906.

155

Wm. POWELL, LTD., ALEXANDRA BUILDINGS, Des Vaux Road.

DAINTY MUSLINS, LAWNS, and ZEPHYRS.

HOLLANDS MATS and LINENS for SUMMER GOWNS.

FIRST-CLASS DRESSMAKING.

Our charges for MAKING — WASHING DRESSES are VERY MODERATE.

Wm. POWELL, Ltd.,
High Class
Costumiers, Milliners, and
Furnishers,
Alexandra Buildings,
HONGKONG.
Hongkong, 6th July, 1906

K. A. J. CHOTIRMALL & CO., 8, D'AGUIAR STREET. NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods. Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE
BOXES.
MONEY BOXES, &c.
LINEN HANDKERCHIEFS, JAVA
SERONGS.
MANDARIN COATS, COTTON
SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.
Inspection earnestly solicited.
Hongkong, 28th May, 1906 [530]

THE PUBLIC HEALTH AND BUILD- INGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has
been appointed to enquire into and
report on the following matters, viz.:

1. Whether the administration of the Sanitary
and Building Regulations enacted by
the Public Health and Buildings Ordinance,
1903, as now carried out is satisfactory,
and, if not, what improvements can be made.

2. Whether any irregularity or corruption
exists or has existed among the officials
charged with the administration of the
aforesaid Regulation.

The Commission earnestly invite the in-
habitants of Hongkong and Kowloon to
co-operate with them by forwarding any com-
plaint they may have to make or suggestion to
offer in connection with the matters aforesaid
to the Undersigned.

Any person examined as a witness in the
enquiry aforesaid who, in the opinion of the
Commissioners, makes a full and true dis-
closure touching all the matters in respect of
which he is examined will receive a certificate
from the Commission which will protect the
witness against any civil or criminal proceed-
ings which may be instituted against such
witness in respect of any matter touching
which he has been examined.

By Order,
W. BOWEN-ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

NOTICE.

WE hereby beg to notify our Customers
that WE CANNOT ACCEPT MORE
THAN TWO DOLLARS in Subsidiary
Coins in payment of your accounts AND OUR
SHROFFS HAVE BEEN INSTRUCTED
TO ADHERE STRICTLY TO THIS
RULE.

A. S. WATSON & CO., LD.
Hongkong, 3rd July, 1906. [697]

COLD STORAGE.

THE HONGKONG ICE COMPANY,
LTD., have now 40,000 Cubic feet of
COLD STORAGE available at EAST POINT.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

A. CHAZALON & CO.

JUST UNPACKED.

A NEW Consignment of the following:

ANCHOVY (Norwegian) in Kegs.
SALMON BELLIES " "
SALTED HERRINGS " "
MACKARELS " "
GERMAN SAUSAGES in Tin (Assorted),
" " in Skins.
" ASPARAGUS.
VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
STUFFED OLIVES.
" ANCHOVY in OIL (Bouillies).
ALSO
PARCEL'S ASSORTED SWEETS and TOFFIES.
Hongkong, 11th May, 1906. [61]

THE HONGKONG STUDIO,

HIGHER CLASS PHOTOGRAPHER,
41 & 43, QUEEN'S ROAD CENTRAL,
TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.
Hongkong, 15th September, 1905. [65]

Auctions. BY ORDER OF THE MORTGAGEES. PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have
received instructions to sell by
PUBLIC AUCTION,

ON
THURSDAY,
the 19th July, 1906, at 3 o'clock in the afternoon,
at their Sales Rooms, No. 8, Des Vaux Road
Central, (corner of Ice House Street),
THE FOLLOWING
VERY VALUABLE RECLAMATION
PROPERTY,

situate at Victoria, in the Colony of Hongkong,
viz.:

All that PIECE or PARCEL OF GROUND
situate at Victoria aforesaid and registered in
the Land Office as SECTION A OF THE
SOUTHERN PORTION OF THE PRAYA RE-
CLAMATION TO MAKE LOT No. 57.
The Property is held under the usual Re-
clamation Agreement at an Annual Crown Rent
of not exceeding \$200.00. The Property con-
tains an area of 11,000 square feet or there-
abouts.

For further particulars and conditions of
sale, apply to—
Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Mortgagees,
or to—
Messrs. HUGHES & HOUGH,
The Auctioneers.
Hongkong, 28th June, 1906. [688]

PUBLIC AUCTION.

THE Undersigned will sell by Public
Auction, ON

TUESDAY,
the 24th July, at 12 o'clock Noon,
The Hulk "MEANEE," late "SCREW," 3rd
Rate, 3,842 tons.
(Lately used by War Department as a
Hospital Ship).

CONDITIONS OF SALE.
The Hulk will be sold as she now lies in
Hongkong Harbour with all Fittings, etc., and
about 150 tons of IRON-BALLAST on Board,
with the exception of the following which will
not be sold, viz.:

CHAIN CABLES.
Cables will be removed by the NAVAL YARD
when a date for the removal of the vessel has
been arranged by purchaser with the NAVAL
YARD.

The vessel will be open to Inspection for
Seven Days before date of Sale, between 10
A.M. and Noon, and 2 P.M. and 4 P.M. (SATUR-
DAY and SUNDAY excepted).

Inspecting Orders can be obtained from the
Auctioneers.

TERMS:—Cash before delivery; 25 per cent.
of the purchase money to be paid on the fall of
the Hammer, balance and the clearance to be
effected within Seven Days after date of sale.

HUGHES & HOUGH,
Auctioneers to the Government.
Hongkong, 7th July, 1906. [712]

To Let.

HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Un-
furnished, as Offices or Chambers.
Apply to—
THE SECRETARY,
Hongkong Hotel, Co., Ltd.
Hongkong, 9th July, 1906. [714]

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.
Hongkong, 20th January, 1906. [747]

TO LET.

NO. 16, HOLLYWOOD ROAD, and
2, OLD BAILEY.
Apply to—
ARRATTON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 2nd July, 1906. [694]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 5th July, 1906. [703]

TO LET.

"HAYTOR" THE PEAK.
Immediate Possession.
OFFICES in KING'S BUILDING and
YORK BUILDING,
GODOWNS ON PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIFON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 1st June, 1906. [72]

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th December, 1905. [74]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.
Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.
The Superiority will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.
Hongkong, 22nd April, 1893.

STORM IN SHANGHAI.

EXTRAORDINARY GALE AND RAINFALL.
—DAMAGE TO LIFE AND PROPERTY.

We take the following report from the N. C.
D. News of 6th inst.

A cyclonic storm, vividly recalling that of
last September, passed over the Settlement
yesterday. The morning opened bright and
pleasant but at 10 a.m. the signal station over
at Pootung gave warning of an approaching
typhoon, and from 10.15 on, the sky became
darker and darker and shortly before 11 o'clock
the storm burst in all its fury on Shanghai.
On the Bund the leaves had been blown in
great numbers from the trees by the freshen-
ing wind and strewn the ground as in autumn.
Save that the leaves that fell yesterday were
young and green, not of the "sere and yellowed"
variety that marks the fall of the year.

Dazzling lightning flashes, followed by long
resounding rumbles of thunder, were the pre-
lude for a torrential downpour of rain that
quickly cleared the streets and all open spaces
of their occupants. A hurricane blew across
the Settlement for about three quarters of an
hour and wrought considerable damage. In
the half-hour between 11 a.m. and 11.30 a.m.
over an inch of rain fell and in the 24 hours
ending 8 p.m. yesterday the rainfall was 2.41
inches.

A number of empty sampans and great
quantities of cargo were floating down the
river all the afternoon. It is reported that 23
Chinese were drowned opposite the Chinese
Engineering and Mining Wharf. An assistant
in Messrs. Melchers informs us that the cap-
tain of one of their steamers saw a dozen
natives drown without being able to assist
them to safety.

On land an operative, working on a tele-
phone on Nanking Road was said to have been
killed by an electric shock and fell to the
ground, whence he was removed to the Fearon
Road Mortuary pending an inquiry by the
tipao. A house collapsed in Kinross Road and
several natives were brought out from the
debris, dead. Mr. Kronenberg was driving
along the Bund when his pony took fright and
bolted, breaking the shafts of the carriage.

The latter was completely wrecked. In his
wild career the pony collided with two rickshas,
dragging one along with it for a considerable dis-
tance. Both wheels of the carriage were wrench-
ed off, the splash board and the two shafts
broken. The pony was unhurt, except for the
severe shock. The mafao was slightly injured.
The two rickshas, which were private ones, were
badly damaged.

At the rear of 25, N. Hunan Road three
Chinese houses collapsed at 1 p.m. through
the weight of water on the roof. Several in-
mates were buried till they were rescued by
Mr. Lukkie and other foreign neighbours.

On the Soochow Creek near the Garden
Bridge a Chinese gunboat capsized. It was
said the crew were, however, saved and the
mandarin in command was also picked up.
In Ningpo Road the roof was lifted off two
houses. Six feet of wall was blown down on
Sechuen Road. Several trees were uprooted
on the Bund, in the Public Garden and in
Hongkew Park. In this connection it was
observed that the younger and more recently
planted trees stood the fury of the blast better
than the older trees. The seats were overturned
and several ladies and maids rushing home
from these places were knocked down by the
gale. No casualties, however, from this source
are reported.

In the Louza district, as elsewhere, the wind
was responsible for more damage than the
lightning. Some half a dozen houses collapsed
here and the roofs were lifted off others. In
several portions of the walls were blown down.
There were no casualties as far as we can
ascertain. Three or four natives were slightly
bruised and injured, but not seriously enough
to warrant their going to hospital.

The various mishaps throughout the Settle-
ment were completely wrecked. The large one
in the Astor House Garden was razed to the
ground and the recently erected one in front of
Union Church was scattered about Soochow
Road. On the river a P. & O. boat was reported
to have collided with a dredger. The accident
was not, however, attended with any loss of life.

In Tsungming Road the walls of four houses,
from the eaves to the flooring, collapsed along
a space of some forty-five feet. A chimney was
blown down with great force in Bloane Road and
narrowly missed striking a crowd of natives hur-
rying past. Several rickshas were overturned in
the various parts of the Settlement and the occupants
thrown out and slightly injured. The streets
and compounds were plentifully strewn with
pieces of broken glass from the doors and
windows smashed in by the force of the wind
or blanged to before the occupants could close
them.

In this connection we are informed that
some reprehensible foreign children broke
every pane of glass in Messrs. Ward, Probst
and Co.'s godown in Chaoufoong Road, num-
bers of their missiles being found inside,
scattered about on the cargo. Several Chinese
junks opposite Tunkadoo were smashed to
pieces. There were said to be some 200 Chi-
nese lives lost there. A foreigner was riding in
a ricksha in Sechuen Road when a galvanised
iron chimney fell and struck his coolie. The
Japanese circus opposite the race-course is
simply floating. The temporary roof of the
Swimming Bath was torn off. The Cathedral
compound in a wreck. The French semaphore
pole on the Bund was cut in two. The I.C.S.
Tuckro was struck by lightning and the fore-
mast quite wrecked.

The telephone service was, as is usual in
similar cases, completely disorganised, no less
than 160 connections being reported as out of
order. When the storm burst several ladies
were bathing in the Rowing Club Swimming
Bath, and when the sky being overcast, it be-
came very difficult to see they were greatly
alarmed. The hurricane played sad havoc with
some building alterations that were being
carried on in the Mixed Court compound. The
rain came through the roof of the Court itself
detaching the plaster in many places, and flood-
ing the floor in spite of the closed windows and
doors. It was reported that two natives were
killed by lightning in the French Concession.

[Continued on page 7.]

Intimations.

THE WORRIED WOMEN.

They say men must work and women must
weep; but alas, in this too busy world women
often have to work and weep at the same time.
Their holidays are too few and their work
heavy and monotonous. It makes them
nervous and irritable. The depressed and
worried woman loses her appetite and grows
thin and feeble. Once in a while she has spells
of palpitation and has to lie up for a day or two.
If some disease like influenza or malarial fever
happens to prevail she is almost certain to have
an attack of it, and that often paves the way for
chronic troubles of the throat, lungs and other
organs; and there is no saying what the end
may be. Let the tired and overladen woman
rest as much as possible; and, above all, place
at her command a bottle of

WAMPOLE'S PREPARATION

a true and sure remedy for the ills and malaises
of women. It is palatable as honey and con-
tains all the nutritive and curative properties of
Pure Cod Liver Oil, combined with the Com-
pound Syrup of Hypophosphites and the
Extracts of Malt and Wild Cherry. Search the
world over and you will find nothing to equal
it. Taken before meals it improves the nutri-
tive value of ordinary foods by making them
easier to assimilate, and has carried hope and
good cheer into thousands of darkened homes.
It is effective from the first dose, and probably
one bottle is all you may need. It is absolutely
reliable and effective in Blood Impurities,
Nervous Dyspepsia, Wasting Conditions,
Melancholy, Chlorosis, Impaired Nutrition,
Scrofula, Low Vitality, and all troubles of the
Throat and Lungs. Dr. E. J. Boyes says: "I
have found it a preparation of great merit. In
a recent case a patient gained nearly twenty
pounds in two months' treatment, in which it
was the principal remedial agent." It carries
the guarantee of reliability and cannot fail or
disappoint you. Why accept a substitute?
Sold by all chemists.

THE TRADE MARK ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that Messrs.
PINKTERCO, LIMITED, of 135,
Prins Hendrikade, Amsterdam, Holland,
have, on the 20th day of April, 1906, applied
for the Registration in Hongkong, in the Re-
gister of Trade Marks of the following Trade
Mark:



in the name of PINKTERCO, LIMITED, of
135, Prins Hendrikade, Amsterdam, Holland,
who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Ap-
plicants since November, 1905, in respect of
Cheese in Class 42.

A Facsimile of the Trade Mark can be seen
at the office of the Colonial Secretary of Hong-
kong and also at the offices of the Undersigned.
Dated the 10th day of May, 1906.

BRUTTON & HETT,
Nos. 39, 41 & 43, Des Vaux Road,
Victoria, Hongkong,
on behalf of the Applicants,
PINKTERCO, LIMITED.

CURTIS BROS. 5 CASES GAMING
MACHINERY ARRIVED HONG-
KONG PER S.S. "ESANG."

FROM CHEFOO, 21st JULY, 1905,
CONSIGNED TO MESSRS. E. H.
MURRAY & CO.

NOTICE is hereby given that the above
Cargo at present lying unclaimed in the
Godowns of the Undersigned, will be SOLD
BY PUBLIC AUCTION by Messrs. HUGHES
& HOUGH, at their Auction Rooms in Ice
House Street, at 11 A.M. on FRIDAY, 13th
July, 1906, unless the same are previously
taken delivery of by Consignees, and the
charges incurred paid.

JARDINE, MATHESON & Co.,
General Managers,
Indo-China S. N. Co., Ltd.
Hongkong, 29th June, 1906. [684]

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-
ORDINARY GENERAL MEETING
of the above-named Company will be held at
the Registered Office of the Company, Alex-
andra Buildings, Des Vaux Road Central,
Victoria, Hongkong, on SATURDAY,
the 14th day of July, 1906, at 12 o'clock Noon, for
the purpose of passing the following Resolu-
tions pursuant to the Order dated the 28th day
of March, 1906, made by the Supreme Court
of Hongkong in its Original Jurisdiction in
Action No. 371 of 1905:

1. That the Special Resolution being the
Fourth in Number passed and confirmed
at Extraordinary General Meetings of
this Company held on the 3rd and 20th
days of June, 1905, respectively, together
with all Agreements entered into there-
under and particularly the Agreement
in writing bearing date the 18th day of
October, 1905, made between this
Company and its Liquidators (John D.
Humphreys & Son) of the one part and
the Peak Tramways Company, Limited,
of the other part be and the same are
hereby rescinded.

2. That the Draft Agreement submitted to
this Meeting and expressed to be made
between this Company and its Liquidators
of the one part and the "Peak Tram-
ways Company, Limited," of the
other part be and the same is hereby
approved and that the said Liquidators be
to Sections 201 and 202 of the Com-
pact Ordinance 1865 to enter into an
Agreement with the said "Peak Tram-
ways Company, Limited," in the terms
of the said Draft and to carry the same
into effect with such (if any) modifica-
tion as they may think expedient.

Should the above Resolutions be passed by
the requisite majority they will be submitted
for confirmation as Special Resolutions to
Second Extraordinary General Meeting which
will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers,
Dated 2nd July, 1906. [693]

Intimations.



THE POPULAR SCOTCH "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to

H. M. THE KING
and
HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS
and HOTELS, and to be obtained from
the principal Stores. [52]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE: \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.
Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1901. [62]

THE WINE GROWERS

SUPPLY CO.



BARRETTO & Co.,
General Agents, Hongkong.

SYRUPS.

Gum	
Grenadine, ...	
Raspberry ...	
Lemons	p.c.qts. p.c.pls. p.b.t.q. p.b.t.p.
Red Currant	\$15.00 \$17.00 \$1.50 \$0.75
Lime	
Vinegar	

Lime Juice Cordial...\$8 p.c. 1 doz. \$1 p. bot.

MINERAL WATERS.

Arima "Teppo"	p.c. 4 doz. \$5.00
" " " " " " " " " "	" " " " " " " " " "
" " " " " " " " " "	" " " " " " " " " "
Hirano, "Peacock"	" " " " " " " " " "
" " " " " " " " " "	" " " " " " " " " "
" " " " " " " " " "	" " " " " " " " " "
Couzan, Source Bertrand	(60 bottles) 18.00
Vichy, Source St. Louis	(50 " ") 20.00

BARRETTO & Co.,
Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 4th July, 1906. [50]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS,
ALEXANDRA BUILDINGS.



ESTABLISHED A.D. 1841.

DEVONSHIRE CIDER.

We have just received a shipment of **APPLE BRAND CIDER** bottled by Messrs. **ROBERT PORTER AND COMPANY**, Proprietors of the famous **BULL DOG BRANDS** of **STOUT** and **ALE**.

It is highly recommended by many medical men on account of its beneficial action in certain ailments particularly in complaints of a gouty origin or tendency. Either by itself or mixed with **SODA** or **GINGER BEER** it makes a most wholesome, palatable and refreshing summer beverage.

Per Case of 8 Doz.

Pints - - - \$30.00
Per Doz. - - - 4.00

Hongkong, 5th July, 1906.

BAHADUR CIGARS.

THE
PREMIER CIGAR

OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

CASH LESS 10%.
CREDIT LESS 5%.

Gregor & Co.,
SOLE AGENTS.

Hongkong, and July, 1906.

At communication intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Subscription Rates (in Advance).
DAILY—\$30 per annum.
WEEKLY—\$12 per annum.
The rates per quarter and per month, proportional.
The daily issue is delivered free when the address is accessible by messenger. On other days by post an additional \$1.00 per quarter is charged for postage.
The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 10, 1906.

U.S. DISTRICT JUDGE IN CHINA.

A few weeks ago we reproduced the text of the Bill submitted by Mr. Denby to the House of Representatives for the creation of U.S. District Courts in China. That Bill has now become law, and in pursuance of its provisions, as announced in our special wire from Shanghai yesterday, Mr. Samuel Willey has been appointed the first Judge of the American District Court in China, at Shanghai. Mr. Willey was, until quite recently, the Attorney General of the Philippines. In his departure the *Manila Times* records the fact that those islands owe a hard-working official who has done much to bring the administration of justice, especially in the provinces, to a high state of efficiency. Naturally of an energetic and forceful disposition, his talents have been displayed to greater advantage, possibly, in an executive rather than in a judicial capacity and in this connection he has shown one of those very essential attributes in the man of organization—the ability to select able lieutenants. The staff of the office of the Attorney General in Manila is to-day one of the most serviceable and worthy in the corps of the Insular Government. Possibly it cannot be said, remarks our contemporary, that the Attorney General is a very popular official. At times he has been too strenuous for some. In the early days at Manila some unpleasant work had to be done and he was chosen to do it. Perhaps he was a little too vigorous in his prosecutions, but he invariably secured what justice seemed to demand, conviction. Among his friends Mr. Willey is known as one of the closest students of colonial affairs, and possibly no American official has given more thought to the problems involved in the American occupation of the Philippines. In his departure there will be lost to the Islands five years of large and useful experience in Philippine affairs. A summary of the text of the report by Mr. Denby from the Committee on Foreign Affairs to the Committee of the whole House of Representatives on the subject of the District Court appears in the columns of the *N. C. D. News*. The report briefly explains the principle of exteriority and how it came to be applied to China and then, as stated in our Northern contemporary, proceeds:—The judicial function has since been exercised by our consuls with varying degrees of success. In the early days of our intercourse with the Empire of China the system seemed to work satisfactorily, or at least there were so few Americans in China and our interests were so small that complaints were not numerous; but now the magnitude of our trade, the number of American residents in China, and the importance of our future relations with that country make a change from the inequitable consular judicial system imperative. The folly of the present system is clear. The consul—not, as a rule, a trained lawyer; seldom, if ever, a trained judge—is called upon to administer the laws of the United States in the most important, diverse, and difficult cases, both civil and criminal. He is also the protector of American interests, under the constant suspicion of almost unavoidable bias. Nowhere in the United States would so grotesque a situation be tolerated for a moment; yet here at home only the individual would be hung. In China national prestige is at stake, and the greatest market of the future is supinely delivered to our trade rivals because of this and other blunders by our Government. The following passage from a memorandum by Mr. Gustavus Ohlinger, at present of the bar Toledo, Ohio, formerly of Shanghai, is also quoted:—It is obvious that the great variety of litigation is such as to tax the legal acumen of the ablest jurist. In the hands of our consuls, none of whom prior to their appointments have been called to examine the legal aspects of a question, it gives rise to mistakes which would be ludicrous were not such great interests at stake and were it not for the fact that the prestige of our Government is involved. * * * The necessary concomitant of this lax judicial system is a lack of confidence in American enterprise and American business men. No man is going to hazard his property in an undertaking with an

American when his rights, if disputed, have to be determined ultimately by a single man who is not even a trained jurist, especially when from this one man's unassisted judgment there is no recourse by appeal or error. * * * Inducements have to be great; the private character of the American business man has to be established by years of unquestioned dealings before a Chinese or other foreigner will ally himself with him in business. Rather than assume the risk, he will engage in business with British subjects. The British Courts are the corner stone of British prestige in the Orient. Their reputation for ability and fair dealing is the highest. In addition to the arguments quoted above, it should be noted also that the separation of the judicial system from the consular corps, except in cases corresponding to those tried by justices of the peace and police judges in America, must greatly increase the efficiency of the consular service. It will relieve the consuls of a great amount of labour they are not qualified to perform and leave them free to devote their whole energy to the legitimate functions of their office, protection of American individuals and interests, and the extension of trade. Now, of all times their best efforts are needed on these lines. Briefly, the Bill, which was unanimously recommended by the Committee, provides for the creation of a United States District Court for China, and the appointment of a judge, district attorney, marshal, and clerk. The Court is to have exclusive jurisdiction in all criminal cases involving more than \$100 fine or sixty days' imprisonment, and in all civil cases involving an amount greater than \$500. Court is to be held annually at Shanghai in the east, Hankow in the west, Tientsin in the north, Canton in the south, and in other consular Courts at Corea. The jurisdiction, procedure, fees, etc., remain as at present, except where modification is made necessary. An appeal will lie to the ninth judicial circuit court of the United States and thence to the Supreme Court of the United States. The judge is to receive an appointment for fifteen years at \$8,000 annually and expenses when on circuit not to exceed \$10 per day. The district attorney is to receive \$4,000 per year and expenses, as above, \$5 a day. The marshal is to receive \$3,000, and the clerk \$3,000.

LOCAL AND GENERAL.

THERE was one case of plague to-day. It marked the 863rd since the beginning of the year.

In the Men colliery in Fuknoka Prefecture, five miners have been killed and eighteen injured by an explosion, caused by a miner lighting tobacco from a lantern.

THE duration of the appointments of Royal Marine officers as intelligence officers at Hongkong and Singapore will in the future be two years, and at Colombo three years.

Mr. Walter Wellman, the Arctic explorer, who intends to reach the North Pole by airship, has arranged to send a written message from the balloon, which will be cabled immediately to New York.

RETURN of visitors to the City Hall Library and Museum for the week ending the 8th July, 1906:—Library, non-Chinese 279; Chinese 145; Total 424. Museum, non-Chinese 140; Chinese 2,630; Total 2,770.

PARENTAL responsibility is cultivated in the national schools in Egypt, whereas England seems to be setting herself to destroy the very idea of it, said Dean Lefroy at Norwich, on his return from a visit to Egypt.

TEN ricksha coolies were paraded before Mr. F. A. Hazeland this morning, at the Magistracy, charged with rushing for fares near the ferry wharf, yesterday, thereby causing an obstruction. Fines of \$1 were imposed.

Mrs. H. H. Holmes, of No. 2 Kimberley Villas, Kowloon, proceeded, against a boiler-maker from No. 2, Market Street, Hungnam, before Mr. H. H. J. Gompertz, at the Magistracy this morning, on a charge of stealing a quantity of brass fittings from off a motor boat, owned by the complainant, yesterday. The charge being proved, a sentence of six weeks' hard labour and six hours' stocks was imposed by the Court.

Mr. F. A. Hazeland gave his decision, at the Police Court, at noon to-day, in the case of Carl Bruckner, engineer s.s. *Lyceum*, v. P. C. 100 Taylor for assault. Evidence for the defence was heard, which refuted statements made by the prosecution, and his Worship discharged Taylor, on the ground that the evidence for the prosecution was not strong enough for a conviction. Mr. C. F. Dixon, in the office of Mr. John Hastings, represented the engineer.

THE coxswain of the Yaumati ferry steam-launch *Tak Lee* was summoned at the Magistracy this morning, at the instance of P. C. Jackson, for failing to stop his launch when ordered to by the police pinnace, on the 6th instant. Defendant said he did not see the pinnace. The complainant swore that while on duty near the Canton wharf he saw defendant's launch crossing the harbour. He signalled the accused to stop; but he did not, and made direct for his wharf where he quickly discharged his passengers. The police were of opinion that the launch was carrying excess passengers. His Worship said that defendant must have heard the police signals. He did not want to hear them, for he knew he had an excess number of passengers and would be summoned. He would pay a fine of \$25.

ON the 31st May the House of Representatives at Washington passed the Diplomatic and Consular Appropriation Bill, carrying an appropriation of \$2,734,859. A number of amendments were adopted, chief among which were changing the salary of the Ambassador to Japan from \$17,500 to \$12,000 and fixing the salaries of the Minister to Belgium and the Netherlands and Luxembourg at \$10,000 per year, instead of as fixed by the Bill when originally reported.

"YOU are a very silly woman," said his Honour the Puisse Judge in the Summary Court this afternoon. "I wanted to help you if you were in the right, but you have entirely spoiled your own case by your contradictory statements, and I cannot do anything for you; go away." The case was one in which the woman claimed a junk, but apparently did not know what title she had to it, nor which of two men she had to claim it from. It was proved later her claim was an imaginary one.

P. C. EDWARDS, of the Harbour Police, summoned the master of the steam launch *King Lee*, before Mr. F. A. Hazeland, at the Police Court this morning, for carrying six passengers in excess of the number of his licence. Defendant admitted the offence, but said he could not remedy matters as the passengers flocked on board. His Worship said that defendant had a right, when he knew he had the proper number, to stop others from boarding the launch. A fine of \$25 was imposed.

A WUCHANG dispatch states that H. F. Viceroy Chang Chih-tung of that city has just completed a work in which is compiled all the cases that have occurred in China from the earliest time to the present between Chinese and missionaries, and their converts. Each individual case is dealt with in its legal aspects according to international law and the common laws of the land and the actions of those concerned, officials, people and missionaries commented upon. Copies of this interesting work, we understand, have been sent to every official holding office within the Viceroy's jurisdiction for the information of the fathers and mothers of the people.

P. C. DOWSE charged a Japanese seaman before Mr. F. A. Hazeland, at the Police Court this morning, with assaulting a ricksha coolie last night and also with refusing to pay his fare. The defendant pleaded "not guilty," and evidence was heard to the effect that shortly after ten o'clock last night the defendant, in company with three others, got out of their rickshas near Ship Street and defendant refused to pay his legal fare, which amounted to ten cents. When asked for the money defendant struck the coolie on the chest. He was taken in charge. Defendant said that one of his friends paid the coolies and he did not propose to pay twice. His Worship fined defendant \$5 on the first charge, \$2 on the second, and ordered him to pay the coolie ten cents as compensation.

A CHINESE girl, about ten years old, was charged before Mr. F. A. Hazeland this morning, with stealing from her mistress—an amah in the Government Civil Hospital—on Saturday last, a box containing jewellery to the value of \$50. The girl disappeared from the house soon after committing the theft, but the police arrested her at No. 314, Queen's Road West, the house of her aunt, yesterday. The box apparently had not been tampered with and on examination it was discovered that the jewellery was intact. The girl pleaded guilty. On the understanding that her aunt was to give her a flogging when she got home, his Worship discharged her, not, however, before ordering her to enter into bonds in the sum of \$100 to come up for judgment when called. Inspector Collett, who prosecuted, was asked by the Court to attend and see the flogging duly carried out.

CEMETERY FOR CHINESE.

REPLY FROM GOVERNMENT.

The following letter from the Hon. the Colonial Secretary was submitted to the Sanitary Board this afternoon:—

Hongkong, 13rd June, 1906.

Sir,—With reference to your letter No. 104 of the 20th inst., transmitting a recommendation of the Sanitary Board that a cemetery be set apart for the use of Chinese who may wish to build tombs of a more permanent nature and larger than are allowed in a public cemetery, the area of such cemetery to be about 150 acres and a high premium to be charged for each grave lot, I am to ask the Board to be good enough to suggest various suitable sites and the rate of premium for each grave and the size of each lot.

At the same time I am to indicate that the area of 150 acres mentioned in your letter is about one-eighth the area of the City of Victoria, and greater than the combined areas of Yaumati and Mongkoktsui. I have, etc., (Sd.), T. SECKOONE SMITH, Colonial Secretary.

THE WEATHER.

The following report is from Mr. F. G. Figh, First Assistant of the Hongkong Observatory:—On the 10th at 12.15 p. Yesterday afternoon a depression was moving Eastwards over N. China. Returns from the North are entirely lacking this morning.

In the South barometric changes are unimportant.

The highest pressure is over the China Sea. Fresh SW. winds may be expected in the Formosa Channel and moderate to light SW. and S. winds over the N. part of the China Sea. Forecast—Moderate SW. winds; fair.

SANITARY BOARD.

The usual fortnightly meeting of the Sanitary Board was held this afternoon in the Board Room, the usual members being present, when the following business, among others, was transacted.

CHINESE CEMETERIES.

Mr. A. Shelton Hooper pursuant to notice asked:—

1. Is a plan of each Chinese cemetery showing the position of each grave space therein kept at or near to the cemetery, and at the offices of the Sanitary Board as required by By-law No. 11?

2. If not, why not?

3. Whose duty is it to see that such plans are kept?

4. Is a register kept in the English and Chinese languages at or near each Chinese cemetery, giving all particulars required in By-law No. 13 relating to cemeteries?

5. If not, why not?

6. Whose duty is it to see that such a register is kept?

The Hon. the President replied as follows:—1. A tracing, showing the areas and boundaries of each Chinese cemetery is kept in the Surveyor's office; no copy of such tracing is kept at the cemetery, as there is no office accommodation available; it has never been found practicable in the case of Chinese cemeteries to keep plans of sufficient size to show the situation of every grave space.

2. No answer.

3. The surveyor is supplied with tracings of the cemeteries by the Public Works Department, and is responsible for their safe custody. 4. The sexton keeps at the cemetery a record in Chinese of the situation of the graves; and two complete registers, one in English and one in Chinese, giving all particulars specified, are kept in the Secretary's office.

5. No answer.

6. The Secretary.

LIMEWASHING PROCEDURE.

The Secretary submitted the following minute: It was resolved at the meeting of the Board on the 26th June that the question of limewashing be considered by the Board with a view to either modifying or doing away with the existing regulations. As this matter is to be considered by the whole Board, the Board may wish to have a special meeting or, in view of the fact that the papers dealing with the limewashing procedure have been forwarded to the Public Health and Building Ordinance Commission, to wait until the Commission have dealt with the matter.

The Hon. the President inquired: Mr. Humphreys, do you wish this matter taken up at once or would you prefer to wait until you receive the reports from Europe that you spoke of?

Mr. Humphreys inquired: The matter, as far as I am concerned, can wait until I have gone into the question further or at all events until it is decided whether the Commission are going to take up the subject of limewashing.

The Hon. Mr. E. A. Hewett, Chairman of the Commission, said this matter would be dealt with by the Commission in due course, and it was a advisable to let the matter stand until the Commission has made its report.

Mr. Lau Chu Pak said the matter had better be considered by the Commission.

INSPECTION OF FOOD.

The minute from the Medical Officer of Health which was submitted to the Board at the last meeting requesting that the senior inspectors be authorized to enter and inspect food in any shop or premises used for the sale or preparation of food, was again submitted to the Board having been sent to the Crown Solicitor for his opinion as to whether the suggestion was *intra vires*. The Crown Solicitor's opinion, as submitted, was to the effect that it was *intra vires*, and in order to give effect to it the Secretary should give a written authority to each inspector.

CONCRETING GROUND SURFACES.

The matter of the concreting the ground surfaces of No. 113, Bonham Strand again came before the Board.

Mr. Shelton Hooper inquired: This is eminently a case for the Commission. It is a pity that the President dismissed the foreman before the Commission had examined him. This matter had better be discussed by the Board.

Mr. Lau Chu Pak inquired: This sort of practice which is so annoying and expensive to house-owners should be stopped in future. All the illegibilities reported by the officers should be specified in one notice, so that owners can have them all attended to at the same time, and on no account should inspectors be allowed to take with them contractors or foremen on their visits and tell the people which contractor to engage. In this case the inspector should be called upon to explain why he recommended Han Hing Kee to do the work, and when he left why he allowed the foreman to remain behind to bargain for the work.

MANURE ON GREEN ISLAND.

The Hon. the Colonial Secretary having pointed out that the manure from the animal depot at Kennedy Town deposited on Green Island, was breeding flies and mosquitoes, so as to be a nuisance and great pest in the quarters of the light-house staff on Green Island, requested the Board to suggest some other place for the deposit of such manure.

The Hon. the President said he was inclined to think some bay on the Kowloon side would be most suitable.

Dr. Gibson, Veterinary Surgeon, recommended that a small bay in New Kowloon be used for the purpose. There is an exceedingly small Chinese population near the site suggested.

The City contractor, Leung Tu, suggested that the hillside in Tai Shan Wan (near Aberdeen), which is Crown Land, was the most suitable place for the purpose.

OVERCROWDING.

During June, 1906 there were 326 persons displaced on account of overcrowding in the various health districts of the City.

WATER SUPPLY.

The Government Analyst submitted his report upon samples of water taken from various wells in the Colony, all of which he found of excellent quality.

FOOD AND DRUGS.

The Government Analyst submitted his report on samples examined during the quarter ended June 30th, 1906, under the Sale of Food and Drugs Ordinance, 1896. Eight bottles of beer were examined and nine of milk, all of which were found to be genuine.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

VICE-ADMIRAL SIR A. W. MOORE.

GRANTED AUDIENCE BY THE MIKADO.

[From Our Own Correspondent.]

Shanghai, 10th July, 1.10 p.m.

Vice-Admiral Sir Arthur W. Moore, Commander-in-Chief of the British Squadron in Far Eastern waters, was granted an audience by H.I.M. the Emperor of Japan.

R.M.S. "ATHENIAN'S" PASSENGERS.

TRANSFERRED TO THE "DORIC."

[From Our Own Correspondent.]

Shanghai, 10th July, 1.10 p.m.

In consequence of the collision with the Standard Oil Co.'s s.s. *Apulachie* [reported yesterday] the passengers on the R.M.S. *Athenian* have been transferred to the O. & O. S.S. Co.'s s.s. *Doric*.

NEGLECTANT NAVIGATION.

In Summary Jurisdiction to-day, his Honour Mr. A. G. Wise, Puisse Judge, presiding, Ho Yung, owner of cargo boat No. 64, was sued by Chan Fuk, owner and master of the *Kung Shan* Junk, No. 272 H., for the recovery of \$250, and costs, being damages sustained by the plaintiff by reason of the negligent navigation of the defendant's cargo boat whereby the plaintiff's junk was damaged in the waters of the Colony.

Mr. R. Gardiner, of Mr. O. D. Thomson's office, appeared for the plaintiff, defendant appearing in person.

The plaintiff said that on the 24th April, at about 8 a.m., while his junk was lying at anchor in the harbour, a little astern of the China Merchant's buoy, the defendant's boat collided with his boat on the port side, carrying away about 18 feet of China softwood platform, or outrigger, damaging the after crossbeam, and about 15 feet of the superstructure, the damage amounting to \$250.

Captain T. P. Hall, Marine Surveyor, testified to the damage done.

There was no defence, and judgment was given for plaintiff with costs, immediate execution being ordered.

CEMENT WORKS FATALITY.

CORONER'S INQUIRY.

Mr. H. H. J. Gompertz, presiding as Coroner, and a jury consisting of Messrs. H. M. Harrold (foreman), E. C. Wilks and J. Vowbary Jones, returned a verdict of "death by misadventure," at the Magistracy this afternoon, at the inquiry into the circumstances touching the death of one Tang Hing, Chinese, male, 53 years old, who was killed at the Cement Works on 17th June last.

Dr. Harold McFarlane, medical officer in charge of the Kowloon mortuary, said that he held a *post-mortem* examination on the body of the deceased and found death to be due to asphyxia. Both legs of the deceased were torn off.

Tai Tsun, a coolie in the Cement Works, Hungnam, said he worked with the deceased on the day he died. Witness was shovelling cement into the extractor. At 5.30 p.m., when the day's work was over, witness called deceased, who was in pit. He went down to the man, who was in a sitting posture, and shook him. The engines were running at the time. Witness found deceased did not move, got alarmed and rushed out. Europeans arrived, the engines were stopped and deceased dragged out.

"How many men are employed in this pit at a time?" asked the Coroner.

"One man at a time," replied the witness.

"Is the cement in this pit always the same depth?"

"No, sometimes it is very deep."

"Does one man remain in the pit the whole day?"

"Impossible. We have to come up for wind now and again."

"How long can a man remain in the pit?" asked the police.

"Without coming up for wind, about half an hour."

A rider was added by the jury that in their opinion greater precautions should be taken to prevent accident of this nature in the future.

SHIPPING AND MAILS.

MAILS DUE.

German (*Roon*) 10th inst., 9 p.m.
Indian (*Namang*) 11th inst.
English (*Dei*) 11th inst., 6 a.m.
German (*Seydlitz*) 17th inst.
Canadian (*Tartar*) 17th inst.
American (*Karen*) 18th inst.
German (*Prinz Regent Luitpold*) 18th inst.
Canadian (*Empress of China*) 24th inst.
American (*America Maru*) 27th inst.

The s.s. *Glenfarg* left Callao for this port via Japan ports on 1st inst., and is due here on 15th prox.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Laertes* left Singapore on 7th inst., at noon, and is due here on 12th inst.

The Imperial German Mail s.s. *Roon* left Foochow yesterday, at 11 a.m., and may be expected here on 10th inst., at 9 p.m.

ELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

THE DEFENCE OF SHANGHAI.

CHINESE ARMY TO GARRISON.

APPLICATION BY CUSTOMS TARIFF.

[From Our Own Correspondent.]

Shanghai, 10th July.

2.30 p.m.

The Customs Tariff has applied to the Government at Peking for one or two battalions of the new Chinese army to garrison Shanghai.

THE CHANG-CHUN RAILWAY.

NEGOTIATIONS FOR TRANSFER.

MEETING OF JAPANESE AND RUSSIAN COMMISSIONERS.

[From Our Own Correspondent.]

Shanghai, 10th July.

1.10 p.m.

Japanese and Russian Commissioners will meet on the 29th inst. at Peking for the purpose of discussing the details in connection with the transfer of the Kungchiling Chang-chun section of the railway.

[Editor's.]

The French Navy.

London, 8th July.

French Minister of Marine announces that battleships will be laid down by the end of the year. He also states that France is inclined to keep the lead in building ships.

British Trade.

Imports to Great Britain to June total £47,802,709, an increase of £302,709, and the exports to £30,649,187, a decrease of £4,653,799.

Later.

Bulgaria and Bulgaria.

Refugees, in spite of a large force of gendarmes, refused to permit the Greek Metropolitan to visit at Varna.

The Reduction of the British Army.

Mr. Churchill, speaking at Aldershot, said the Government was determined to reduce the Army to which the absolutely pledged. He also stated that the reduction of the Army would be a substantial step in the path of economy, with a diminution of the necessary for the national security.

LATE MR. A. W. MAITLAND.

THE FUNERAL.

The funeral of Mr. A. W. Maitland who died suddenly on Monday night, took place at 10 o'clock yesterday at the residence of his wife, Mrs. Maitland, at 11, Upper Lascar Road. The funeral was attended by a large number of friends and sympathizers. Mr. Maitland had many friends in Hongkong, for his dates back for many years. He finally came to the Hongkong and Shanghai Banking Corporation, was in India for a number of years a member of the Indian staff, and afterwards was in Fow. Years later he was Chief Accountant in Hongkong and still later was the manager of the Tientsin branch of the Bank. In this post he had many dealings with Li Hing-chang, the Grand Old Man, and retiring from the bank he became an exchange broker in Shanghai, and ultimately the chief manager of the Shanghai Bank of China, the post he occupied to last. Mr. Maitland was a keen sportsman; he was fond of racing, and the flat and steeplechase. The outposts have records of his wins in the saddle, and it is not going too far to say that no one here had a better love for a horse than he had.

His stable here, which are an example of what stables should be, harboured only the best blood that money could buy to this country, and his very best moments were, when invited, or invited, friends would call to look over his stable, and he would talk of "horse" and "owned many Chinese ponies during his life, the best probably being a pony named "Gallant" but this animal was unfortunate. He ran in Hongkong but failed to win the Derby there.

Mr. Maitland leaves a young wife and children who have the sympathy of all who know them. The ceremony at the chapel was conducted by Mr. Walker, the Chaplain of the Cathedral, the chief mourners were Mr. H. Goodfellow, Mr. H. Maitland, The Hon. Mr. Maitland, Mr. Marshall, Teeddale, Dodwell, Pratt and one. Another old friend has gone to his rest, a kindly hearted, generous gentleman, who had many friends in Hongkong. Mr. Maitland's age was 56 years, not 60 as has been erroneously stated in a contemporary.

CANTON-HANKOW RAILWAY.

AN ABORTIVE MEETING.

[From a Correspondent.]

Canton, 7th July.

Yesterday the Charitable Institutions and several of the guilds held a meeting in the old governor's yamen at which the shareholders of the Canton-Hankow railway were invited to attend. The object of the meeting was to select an official who should be delegated to handle the Company's revenues.

It was also stated that the Viceroy's party desired to test the feeling of the people with regard to the appointment of the president and vice-president of the Company.

Fully 30,000 people visited the yamen between 9 a.m. and 4 p.m., most of them exploring the yamen which has hitherto been closed to the public.

Nobody came away much wiser as to the result of the meeting, but it seems that shareholders are allowed a fortnight in which to make up their minds as to the officials they wish to appoint.

A large number of soldiers and police were present to maintain order, as it was anticipated there would be trouble, but everything passed off quietly.

A TRADE NUISANCE.

BLACKSMITH FIRED.

Mr. M. D. Razack, a broker, residing at Nos. 9 and 13, Upper Lascar Road, summoned the master of a blacksmith shop, before Mr. F. A. Hazell, J.C., for committing a nuisance in his shop on 6th July last.

Complainant, sworn, said that for the last six or seven months men in defendant's shop have been hammering at all hours of the night. He made a complaint to the landlord who promised to serve defendant with a notice to quit, but up to the present no action had been taken. As late as last night the nuisance was still being carried on. Sleep, said Mr. Razack, was impossible while the hammering went on.

The defendant denied that work was carried on after hours.

His Worship informed accused that this nuisance had to be stopped. He would pay a fine of \$15. On the next complaint the maximum penalty of \$100 would be imposed. In conclusion, his Worship directed the complainant not to delay matters as he had done in the present case, but should the nuisance continue he was to make a complaint at once.

QUARRY BAY MARKET.

AUCTION APPROVED.

The following reply from Government relative to part of accommodation at Quarry Bay was submitted and read at the Sanitary Board meeting this afternoon:

Hongkong, 23rd June, 1906.
Sir,—Referring to your letter No. 65 of the 19th April last, I am directed to state for the information of the Sanitary Board that His Excellency the Governor has been pleased to direct that a sum of \$5,000 shall be provisionally inserted in the Public Works Extraordinary Estimates for the year 1907 for the construction of a market containing 18 stalls at Quarry Bay. I have, etc.

(Sd.) T. SERCOMBE SMITH,
Colonial Secretary.

HONGKONG GYMKHANA.

The programme of the fourth meeting to be held at the Happy Valley, on Saturday, 21st inst., (weather permitting) is as follows:

1.—4 P.M.—ONE MILE AND A QUARTER FLAT RACE. Handicap.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by 2nd prize: \$25. (Entrance fees to go to winner.)

2.—4.30 P.M.—WELT RACE. 3 FURLONGS.—For all China ponies which have not been entered for any of the regular racing events this Gymkhana season. Catch weights over 13 stone. Riders in the regular racing events to be barred. Entrance fee \$5. 1st prize: 2nd prize:

3.—5 P.M.—GYMKHANA CLUB CHALLENGE CUP.—Distance, one mile.—Value to be declared when cup is purchased. For all China ponies. Catch weights at most, 6 lb. Winners of an open race or open griffin race 5 lb. extra. Non-winning subscription griffin allowed 5 lb. Non-winning jockeys allowed 5 lb. To be won by the pony scoring most marks in the race for the cup, counting 4 points for a first; 3 for a second; and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lb. extra for each win in subsequent starts for the cup, but in the event of a pony carrying the penalty not winning, 2 lb. to be deducted next time he starts. Penalties accumulative up to 15 lb. Entrance fee of \$5 to go in the purchase of a membership to the winner of each race, and \$15 to second pony out of the Club funds. At the conclusion of the season a cup, value \$100, will be presented to the owner of the pony obtaining the second highest number of marks.

4.—5.30 P.M.—Ladies' Nomination. 5.—6 P.M.—Three Quarters of a Mile Race. Handicap.—For all China ponies. Non-winning jockeys allowed 5 lb. Entrance fee \$5. 1st prize: A Cup presented by 2nd prize: \$25. (Entrance fees to go to winner.)

6.—6.30 P.M.—Hurdle Race.—For China ponies. Distance about one mile and a quarter. Catch weights to 8 lb. Winner of hurdle race at first, second and third Gymkhanas to carry 5 lb. extra. Entrance fee \$5. 1st prize: A Cup presented by 2nd prize: \$25. (Entrance fees to go to winner.) Entries close to the hon. secretary Hongkong Gymkhana Club on Saturday, the 14th July, at the Hongkong Club at 7 p.m. Entrance fees must accompany entry, otherwise entry will not be accepted.

Entries for events Nos. 1, 3, 5 and 6 must state name, colour, and height of pony, also racing colours. Post entries will be accepted for events Nos. 2 and 4. Forms of entry may be had on application to the hon. secretary, or at the Hongkong Club.

INSANITARY SUBURBS.

TAI HANG AND WONG-NEI-CHONG.

The report, dated 7th July, of Dr. Pearce regarding the sanitary condition of Tai Hang and Wong-nei-chong laid before the Sanitary Board this afternoon, is as follows:

TAI HANG.
1.—Pig-stys: The floors of pig-stys are in several cases in need of pointing. Some are paved with Canton tiles which, being absorbent, ought to be condemned. I would suggest that the Board approve of two inches of cement being laid over the tiles which should be keyed to receive and hold it.

Sumps also need repairing in some cases. I do not think it probable that the sumps often overflow as their contents are valuable for manure. Probably they overflow sometimes. The only legal method of dealing with the manure is to have it removed to the conservancy boats daily by owners of the pig-stys. A better method is to apply it to the land as manure.

2.—The hydrant in the pathway in Shepherd Street is in the condition described by Mr. Shelton Hooper. Repairs to the pathway will remedy this.

3.—Mashed boxes which are used for the reception of clothes in baskets. The clothes are stored here previous to being removed to the city for ironing and folding. In some of these sheds one or two persons admit living, but night visits would be necessary to prove them domestic buildings. Some time ago many matches were removed from there by the P.W.D. I understand that some could not be removed on account of concessions. There is need of some shelters for storing clothes and it would be wise to build some brick shelters for the use of washermen and do away with the matches.

4.—A quantity of refuse lies about between the stones and boulders of the hill-sides near the stream and some is washed down and even tipped into the nullah. This is for the most part below the washing paths. The hillside is so rough and boulder-strewn that sweeping up of refuse is an impossibility.

5.—Some mashed pig-stys have been put up evidently without the P.W.D.'s permit. These should be removed.

6.—In old Tai Hang the streets are often roughly paved. This prevents proper sweeping. Streets and paths over which there is a deal of wear need paving and the paving should be smooth and provided with properly made channels for draining off surface washings. A good deal might be done in old Tai Hang to improve surface drainage.

7.—Two buildings originally built as pig-stys have been occupied as domestic buildings, but no pigs have been kept in them. These should be removed.

8.—Some houses appear to be overcrowded. Night visits have not been paid, but can be if the Board wishes.

9.—The nullah certainly needs training.

10.—The road and vacant ground in front of new Tai Hang is low and swampy and badly needs levelling and draining.

WONG-NEI-CHONG.

1.—The nullah east and west of the village needs training. The last nullah is now damaged, apparently on account of some training operations going on at the west side of the race-course.

2.—The roadway about the hydrant needs slight repairs.

3.—A public latrine is needed.

4.—I have not found a pig-sty used as domestic buildings—probably those used have just been discontinued.

5.—Roads and pathways about the houses where there is much traffic need better surfacing and surface draining. A channel intended to carry surface washings towards the west stream needs continuing to the stream. At present it ends abruptly in a ditch.

6.—A case of small-pox was discovered in this village in March. A prosecution for failure to report resulted in a conviction.

7.—The supposed leper, is probably a leper. For absolute diagnosis he will need to be examined in hospital.

8.—The pig-stys are in much the same state here as in Tai Hang. In both these villages there are narrow winding paths between the pig-stys. Rubbish and dirt accumulate there. If such paths were concreted sweeping would be easier, but it would be far more necessary to sweep concrete paths free from all rubbish than mere earth paths.

Concrete is to be put down it should only be where absolutely necessary, and it would be a good thing to have a resident in each of these villages who would be responsible for seeing that his fellow-villagers did all they could to keep the place clean.

The reason why the pig-stys are in their present condition is that No. 5 district was without an inspector for three months of this year. The licences were not re-issued in consequence, but were kept back until there should be an opportunity to get the stys in order.

The provisions of the law as to window area with external air, concreting of ground surfaces, and of overcrowding have not been enforced in these villages. The villagers would probably be ruined if they were enforced.

AMERICAN TRANSPORT STRANDED.

U.S.S. "THOMAS" ON REEF AT GUAM.

According to a cablegram received at division headquarters yesterday, says the *Manila Courier* of 7th inst., the transport *Thomas* is high and dry on one of the coral reefs in Guam harbour. The ship went too far on to the reef inside the harbour and the bow is eight feet out of water. It was also stated in the cablegram that the *Thomas* is safe as long as the weather remains calm. It was suggested that a strong towing tug be sent to Guam to pull the transport off the reef, providing there was one in Manila, but as there is none here the division commander cabled to Washington for authority to send the *Albatross* to the aid of the distressed transport and she is now being put in readiness in case she is needed. A cablegram has been sent to Guam to find out more about the particulars of the accident and a reply was expected on the 8th inst.

SCAVENGER COMPLAINS OF HEAVY FINES.

A petition from the city scavenger contractor to the Sanitary Board was submitted, to the members at the meeting to-day, in which he said that the refuse was always taken to the place mentioned in his contract, but it was possible that some of the coolies might dump a few baskets overboard, within the boundaries of the harbour. Last month when the police boarded a dust boat to arrest some of the coolies they were like wolves and tigers, and the coolies escaped as best they could. One man, who jumped into the water to escape, was drowned. Some of the coolies were arrested and taken before the Court where they were each fined \$50, or imprisonment for two months. The men could not pay for them, and so they went to goal.

Mr. Humphreys inquired: When will the refuse destructor come into operation? There will always be trouble under the present system.

Mr. F. J. Bodeley inquired: The contractor made the contract with his eyes open, and knew what he had to do. If he allows the coolies to dump the rubbish in the water as a set-off for under-payment he deserves to suffer for it. It is a matter of great difficulty and some expense to catch them in the act, and when they are caught it is not the least use imposing a nominal fine. He ought to employ a responsible man to make the coolies do what they are required to do.

Mr. Lau Chi Pak inquired: The contractor has his own reason to grumble, as he has to pay fines so often, both for himself and his coolies and other unnecessary expenses which absorb all his profits. In my opinion the last part of clause 22 of the scavenging contract itself is bad, and should be deleted in the next new contract. So long as the contractor is required to send his boats to Chin Wan Bay it is impossible to prevent dumping, and that clause can never be properly enforced. It has been the practice of every scavenger to pay his boatmen very low wages on the understanding that they are to be allowed to sort out rags, bones and anything else valuable to themselves. This sorting is generally done while the boats are on the way to Chin Wan Bay, or even at their moorings along the Praya and after sorting they dump the rubbish to save the trouble of taking it ashore again to be burnt at Chin Wan Bay. Hence nearly all the refuse boats on arrival at Chin Wan Bay are almost empty of the coarser part of the refuse, leaving only the fine part in the hold of the boats. The object of retaining the finer sort is in order to search for silver and copper wares, coins, ornaments and so on. Such is the system for the disposal of the refuse of the City. If the sorting and sifting are disallowed as the result of repeated prosecutions it may mean an additional cost of \$1,000 a month to the contractor. As a matter of fact, for the sake of his purse, the contractor, so long as he has a chance to do so, will do his utmost to evade the clause. If, however, it is insisted that all the refuse must be carried ashore to be burnt at Chin Wan, is the pier there big enough for all the boats to land the refuse at the same time? and will the boats have sufficient time to return to their stations to do the work on the following morning? The contractor knows he cannot possibly do the work satisfactorily without incurring heavy loss to himself. The remedy for the present state of affairs, I think, will be to amend the next contract as to make the contractor provide large sea-going junks properly decked and locked and engage lances to tow them out to sea to dump the rubbish pending the erection of the rubbish destructor. This is a more expensive method, but I do not see what else can be done, if the dumping is to be stopped once for all.

The Hon. the Registrar-General said he agreed with Mr. Lau Chi Pak in the main; he disliked entering into contracts on terms which one party knew the other could not fulfil. Inquiries should be made as to the cost of carrying out the contract in a proper manner, and so see if it can be done properly and with profit to the contractor. Occasional inflictions of heavy fines is an antiquated way of securing observance of the law. Adequate and constant supervision is the proper way.

THE INSURRECTION IN HSIENCHENGSIEN.

As briefly reported in our telegram columns last week, a dispatch from Hangchow reports that Mr. Shen, district magistrate of Hsienchenghsien, was murdered by the Secret Society men upon the capture of that city on the 30th ultimo, and that the insurgents not only burned down a Protestant church in Hsienchenghsien, three miles or so distant from Hsienchenghsien but nearly destroyed a small Roman Catholic church in that market town also. The native pastor of the Protestant church fortunately escaped in disguise, but six converts are reported to have been done to death by the insurgents. The main body of the insurgents are said to be composed of disbanded soldiers, who had been dismissed owing to the reorganization of the provincial troops according to modern foreign methods.

Later.

Favourable news has been received from Hangchow to the effect that the Imperial troops at Hsienchenghsien have captured the principal chief of the Secret Societies holding that city. This man's name is Lo Wan-hun, i.e., "A leader of a myriad men," and is also known as Lo Yu-sheng, i.e., Lo, "the Victorious." With the capture of this Chief it is expected that the back of the insurrection will collapse in no time. The title held by the prisoner amongst the members of his secret society is "Cheng Yuan-shui," or Generalissimo.

SALE OF JAPANESE GOVERNMENT SHIPWRECK.

On the 28th ult. five steamers seized during the war and the light-house tender *Sibata Maru* were sold by public tender in Tokyo. The prices and names of the steamers and the successful bidders are as follows:—
Chinju Maru (late *Huping*), 1,393 tons, Y12,011—Mr. Tomikura; *Yama Maru* (late *Velez*), 1,199 tons, Y22,222—Mr. Tanaka; *Shibata Maru*, light-house tender, 7,733 tons, Y57,000—Mr. Izumi; *Goto Maru* (late *Sylviana*), 4,187 tons, Y21,550—Mitsui Bussan; *Isobe Maru* (late *S. B. Abbey*), 2,963 tons, Y100,000—Mr. Oshiro; *Amakusa Maru* (late *Amur*), 2,415 tons, Y61,600—Mr. Nakamura. *Japan Chronicle*.

COMMERCIAL.

TO-DAY'S EXCHANGE.

London—Bank T.T. 2 1/4
Do. demand 2 1/4
Do. 4 months' sight 2 1/4
France—Bank T.T. 2 1/4
Germany—Bank T.T. 2 1/4
India T.T. 158
Do. demand 158
Bangkok—Bank T.T. 2 1/4
Singapore T.T. 10 1/2 prem.
Yokohama—Bank T.T. 10 1/2
Suez—Bank T.T. 12 1/2
Rangoon—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12 1/2
Sourabaya—Bank T.T. 12 1/2
Manila—Bank T.T. 12 1/2
Cebu—Bank T.T. 12 1/2
Iloilo—Bank T.T. 12 1/2
Zamboanga—Bank T.T. 12 1/2
Davao—Bank T.T. 12 1/2
Cagayan—Bank T.T. 12 1/2
Tarlac—Bank T.T. 12 1/2
Pangasinan—Bank T.T. 12 1/2
Ilocos—Bank T.T. 12 1/2
Negros—Bank T.T. 12 1/2
Samar—Bank T.T. 12 1/2
Luzon—Bank T.T. 12 1/2
Visayas—Bank T.T. 12 1/2
Mindanao—Bank T.T. 12 1/2
Sulu—Bank T.T. 12 1/2
Palawan—Bank T.T. 12 1/2
Makassar—Bank T.T. 12 1/2
Samarang—Bank T.T. 12 1/2
Batavia—Bank T.T. 12

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

MAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	"LAERTES"	12th July.
GLASGOW AND LIVERPOOL	"ACHILLES"	19th "
GLASGOW AND LIVERPOOL	"ALCINOUS"	26th "
GLASGOW AND LIVERPOOL	"DIOMED"	2nd August.
GLASGOW AND LIVERPOOL	"TELEMACHUS"	9th "
GLASGOW AND LIVERPOOL	"CELEUS"	16th "
GLASGOW AND LIVERPOOL	"CHING WO"	23rd "
GLASGOW AND LIVERPOOL	"CYCLOPS"	30th "
GLASGOW AND LIVERPOOL	"BELLEROPHON"	6th August.
GLASGOW AND LIVERPOOL	"KINTUCK"	13th "

The S.S. "Laertes" left Singapore on the 7th inst., at noon, and is due here on the 12th.

HOMeward.

FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
"GENOA, MARSEILLES & LPOOL"	"TEUCER"	24th "
LONDON, AMSTERDAM & ANTWERP	"PING SUEY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORRESTES"	7th August.
"GENOA, MARSEILLES & LPOOL"	"HYDUS"	14th "
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	21st "
"HAYRE, ROTTERDAM & LPOOL"	"ALCINOUS"	28th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND MAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"TELEMACHUS"	4th August.
PACIFIC COAST PORTS, and		
NAGASAKI, KOBE and YOKOHAMA	"BELLEROPHON"	1st September.

WESTWARD.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA and	"TEUCER"	14th July.
PACIFIC COAST	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th July, 1906.

CHINA NAVIGATION CO., LIMITED.

FROM	STEAMERS	TO SAIL
MANILA	"TAMING"	11th July.
SHANGHAI	"LINAN"	12th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENTSIN	"HUICHOW"	12th "
SHANGHAI	"LIANGCHOW"	14th "
MANILA	"PEAN"	17th "
CEBU and ILOILO	"KAIFONG"	18th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A day
qualified Surgeon is carried.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th July, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
LAFTRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 14th July, at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 21st July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th July, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	Tons	Captain	For	Sailing Dates
"ANGLO SAXON"				About 12th July.
"JOHN HARDIE"				20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th July, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VEXUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 21st July, 1905.

TSIN TING,
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, DAQUAIL STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

OUTWARD.

STEAMERS.	DESTINATIONS.	TO SAIL
SAMBIA	SHANGHAI, YOKOHAMA AND KOBE	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBE	25th July.
SILESIA	SHANGHAI, YOKOHAMA AND KOBE	3rd August.

HOMeward.

For Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
ON, ORFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE
LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

* RHENANIA, HAVRE, ANTWERP, BREMEN & HAMBURG,
Capt. von Hoff (Calling at S'PORE, PENANG & COLOMBO). 12th July, Noon.

AMBRIA, HAVRE and HAMBURG,
Capt. Winnenberg (Calling at S'PORE, PENANG & COLOMBO). 14th July.

SCHWARZBURG, HAVRE and HAMBURG,
Capt. Faass (Calling at S'PORE, PENANG & COLOMBO). 24th July.

ALESIA, HAVRE and HAMBURG,
Capt. Luning (Calling at S'PORE, PENANG & COLOMBO). 7th August.

SPEZIA, HAVRE and HAMBURG,
Capt. Müller (Calling at S'PORE, PENANG & COLOMBO). 21st August.

* SILESIA, NAPLES, HAVRE and HAMBURG,
Capt. Bahle (Calling at S'PORE, PENANG & COLOMBO). 4th Sept.

* This steamer, specially built for the tropics, has splendid accommodation for first class
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,
table, two wardrobes, two wash-stands, electric fans, etc., large elegantly furnished saloons,
smoking room, etc.

The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be
followed by S.S. "HAMBURG," S.S. "HOHENSTAUFEN," S.S. "SCANDIA," and S.S. "SILESIA."

COAST SERVICE.

STEAMERS	TO SAIL
LYDIA, KOBE	11th July, at 10 A.M. Freight and Passengers.
ITHAKA, SHANGHAI	11th July, at 2 P.M. (End of July.)
DAPHNE, NAGASAKI AND WLADIVOSTOK	Freight and Passengers.

For Freight and Passage, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.

For steamers of the Coast Service marked * to
SIEMSEN & CO.

Hongkong, 10th July, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"HANGSANG"	THURSDAY, 12th July, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 13th July, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"NAMSANG"	TUESDAY, 17th July, 3 P.M.

Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.
These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 10th July, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldtmann	THURSDAY, July 12th, at Noon.
"ARABIA"	4,483	Metzenhain	August 14th.
"ARAGONIA"	5,193	Ernst	September 5th.
"NICOMEDIA"	4,370	G. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"
Captain W.D.A. Thomas, will be despatched for the
above Ports, TO-MORROW, the 12th
instant, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 10th July, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
(With Liberty to Call at the Malabar Coast).

THE Steamship

"JESERIC,"
Captain Thompson, will be despatched for the
above Ports, on or about the 28th instant.

For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.

Hongkong, 4th July, 1906.

ORIENTAL PACIFIC LINE.

FOR YOKOHAMA AND SAN FRANCISCO.

THE Steamship

"DAKOTAH,"
will be despatched for the above Ports, on or
about the 10th of August.

For Freight and further particulars, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 28th June, 1906.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"GLENESK,"
Captain J. Rafferty, will be despatched as
above, on the 11th July.

For Freight and Passage, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 10th July, 1906.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Manila, Timor, Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain St. John George, will be despatched as
above, on SATURDAY, the 28th instant, at
Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 3rd July, 1906.

Shipping—Steamers.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies.)

STEAM FOR
HOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN
and GENOA, also
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE
and SOUTH AMERICAN PORTS
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.)

THE Steamship

"ISCHIA,"
Captain Doderio, will be despatched as above,
TO-MORROW, the 11th instant, at Noon,
instead of as previously advertised.

At BOMBAY, the Steamer is discharging in
Victoria Dock.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 10th July, 1906.

NIPPON YUSEN KAISHA.

HONGKONG-SWATOW-BANGKOK LINE.

FOR BANGKOK VIA SWATOW.

THE Chartered Steamship

"KANJU MARU,"
Captain —, will be despatched as above, on
FRIDAY, the 13th instant, at Noon.

To be followed by
The Chartered Steamship

"PROMETHEUS,"
Captain Cornelissen, on or about TUESDAY,
the 17th instant, at Noon.

For Freight or Passage, apply to
NIPPON YUSEN KAISHA,
Prince's Building.

Hongkong, 7th July, 1906.

Intimations.

F. BLACKHEAD & CO.,

SHIPCHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION-

AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c. &c. &c.

Sole Agents for

FERGUSON'S SPECIAL CRE-M

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY-KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

No. 35, DES VEXUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
S. Watson & Co., Ltd., Firms and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.)—A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st March, 1906.

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

they are warned against paying more than
TEN CENTS (10 CTS.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.
Hongkong, 11th September, 1905.

Consignees.

S.S. "ARMAND BEHIC."

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. *Crimée*

